MUSICAL COMMENT.

BOOKS ON MUSIC-WAGNER'S LEGENDS AND MENDELSSOHN'S "ELIJAH"-WORK OF THE BOSTON SYM-PHONT ORCHESTRA.

English literature appertaining to the Wagnerian drama is not so overcrowded that an addition to it need be carelessly greeted. On the contrary, when it is possible to recognize so serious a purpose in a book as distinguishes Miss Jessie L. Westen's the Wagner Drama" (New-York, Charles Scribner's Sons), it ought to be welcomed heartily. The book, as its sub-title states, is a study in mythology and romance. Miss Weston has taken the stories of "The Ring of the Nibelung," "Tristan and Isolde," "Lohengrin" and "Tannhauser" as her text. The plots of these dramas are retold briefly at the heads of as many chapters, and their relation to the mediaeval legends from which they were borrowed is discussed. The criticism in the volume is limited to Wagner's treatment of the old material, the musical setting being ignored, while the ethical and philosophical purposes of the poet-composer come in for ough study. From this statement it will be gathered that the particular value of the book lies in the fact that it serves in a measure as an introduction to the original sources of Wagner's inspira-tions, such as the German Nibelungen-lied, Volsunga-Saga (in the use of which Miss Weston relies on the admirable English version of Morris Magnusson), Thidrek-Saga, Ragnar Lodbrok Saga, Vegtamskvida, and the epics of Wolfram von Eschenbach and Gottfried von Strassburg Pargival" of the former of these two famous minnesingers Miss Weston had already done into

As has been indicated, Miss Weston's study is literary, not musical, and whatever fault is to be found th it will, we fancy, spring from a conviction that Wagner is best treated as a dramatist who has exercised a dramatist's privilege in remoulding the ancient material which came to his hand, and ought not to be faulted because he chose occasionally to do things which are inconsistent with the mediaeval legends or the prehistoric myths on ich they are based. In this view of the case some of Miss Weston's objections become amusing, as when, discussing the origin of Brunnhilde's horse she identifies it with the horse of the sun god and the steed of Freyr, and then complains that Wagner destroys the meaning of "this really characteristle feature of the story" by placing the gift of the horse "after the awakening of Brünnhilde." Brunnhilde went to sleep it is a little puzzling to the here before he awakened her, which was on their first meeting. Miss Weston frequently goes too far afield in this manner when comparing the elements of Wagner's dramas with those of the old in applying these elements, and probably gave himself less concern about them than his commentator | ing is the programme; does; so long as they served his poetical and framatic purposes their relation to the more or less fantastical interpretations which writers like Simrock, Rassmann, Von der Hagen and others have given to the old myths and legends did not parmark concern him.

Among the recent publications of Novello, Ewer & Co (London and New-York) is a "History of Mendelssohn's Oratorio, 'Elijah,'" by F. G. Edwards, to which Sir George Grove has prefixed few words of approbation. It is an interesting arrative and an appropriate memorial of the afflieth anniversary of the original of a work which is second only to Handel's "Messiah" in the admiration of English-speaking peoples. "Elijah" had its first performance at Birmingham on August 36, 1846, and is commonly spoken of as having been written for the festival of which it was the brightest ornament, but Mr. Edwards shows that idea of writing an oratorio dealing with the great prophet was in Mendelssohn's mind ten years before. In a letter dated August 12, 1836, written to his friend Klingemann, he suggests that that gentleman write him a book for a new oratorio instead of busying himself with the preparations for a performance of "St. Paul" at the Liverpool festival, and as subjects he submits Elijah, St Peter "or even an Og of Bashan." That he not joking in the matter he proved six months when he wrote again to Klingemann and asked for the text as a wedding present.

asked for the text as a wedding present.

If you do not care for either of these two subjects (St. Peter or Ellijah), then I am willing to take any other—for instance Saul. But somehow I think Elijah and his going up to heaven in the end would be a most beautiful subject. And if you think of using libbe words read up Isainh ix, and lxill to the end of the Frophet, and also Chapter xi and Lamentations, and all the Psalms. When you have done this you will easily find the right language.

In the fall of the same year the two friends laid the plan of an oratorio on the subject of "Filish" but Klingemann never did more with it, though urgently requested by Mendelssohn, whose interest in the matter was greatly stimulated by the receipt about New Year's Day, 1838, of an English "Elliah" text written by a clergyman named James Barry, who at the time was a curate of Bratton Clovelly, Devonshire, Mendelssohn seems to have returned the manuscript book to the auther with the announcement that he was already engaged on the same subject, and that although "It possessed both literary and poetical merit it was in his opinion too long for an oratorio, but might well be published as a metrical libretto." In this form it was published, too, but not until 1809, after the death of the author. Klingemann's interest, which does not appear ever to have been great, having died out, Mendelssohn got the sketch from him and turned for help to his old friend Pastor Schubring, of Dessau, who had been his collaborator on the oratorio "St. Paul" two years Mr. Edwards's translation of the corre spondence between the two men while the book was preparing is one of the most interesting portion of the present volume, though, unlike the composer's correspondence with the English translator Bartholomew, it is not new. In all these letters Mendelssohn's nice sense of poetical and dramatic propriety and his reverence for the language of the Bible stand prominently in the foreground. oratorio was very thoroughly revised after its first performance, and all of Mendelssohn's letters on the subject of the English text are reproduced, the longest and most interesting one in fac-simile.

One of the entertaining incidents of the original performance, the memory of which is revived by this history, relates to the arioso for contraito, "O Rest in the Lord." When Mr. Bartholomew received the music he was struck by what he thought between the beginning and end of the melody and the old Scotch air, "Auld Robin Gray, diffidently and gently he drew Mendelssohn's

attention to the fact and added: Other distinct features may be traced, but these two are enough to give it the stamp of at least an imitation, which, if you intend it to be, I have nothing further to say on the subject; except that it will lay you open to the impertinence of the saucy boys of the musical press, one of whom has had the audacity to accuse you of copying, borrowhad the audacity to accuse you of copying, borrowhad making your own the ideas of the little man of the party.

Mendalands

Mendelssohn took the matter very much to heart which he probably would not have done had he known "Auld Robin Gray," for the supposed likeness is all imaginary. In his answer he said that he did not recollect having heard the Scotch ballad alluded to, and certainly did not think of it or choose to imitate it. He added: "But as mine is a song to which I always had an objection of an other kind" (he considered it too sentimental) "and as the ballad seems much known, and the likeness very striking, and before all as you wish it, I shall e it out altogether (I think)." It was now Mr. Bartholomew's turn to become embarrassed. protested against Mendelssohn's decision: omit the song, 'O Rest,' when merely a note or two of the melody being changed would completely obliterate the identity, and, I think, not spoil the song as a whole. If you omit it, and especially upon such a reason as my hint may have afforded, I shall be very much pained." Mendelssohn left the matter to be talked over on his arrival in London, but it was not until a short time before the first performance that he agreed to leave the song in the oratorio and change the fifth note to C (instead of G), in order to destroy some of the supamusing," says Mr. Edwards, "to notice that he etained his original note in the coda of the song. when in two places the fifth note goes up to G." It vas also owing to a hint furnished by Mr. Bar-

Pophet's curse from the first chorus was written. dr. F. R. Comee, assistant manager of the Bostor Synphony Orchestra, has been engaged for some tine in tabulating the work done by that organization during the fifteen years of its existence. He has infixed all the compositions played, and computed

olomew that the overture which separates the

the number of performances. From his summary IN THE CYCLING WORLD, them, and at night and the next day they are aware of having overdone the thing.

Instrumental solos Vocal solos

As an index of the comparative popularity of the the conductors, the following list may serve. It

includes at	ll who	have	had	ten	representations	0
Beethoven .			4 He	nech	et	. 2
Wagner				ssen	et	2
Schumann .			5 Ga	de .		2
Mozart				leg		
Brahms		17	g Go	unod		112
Schubert				ine		. 1
Mendelssohn		14	io Ch	ndwt	ck	. 1
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Back			1 M		well	
Rubinstein				tte.		. 1
Saint Saens			2 VI		mps	
Handel			20 ISE			
Chopin					wakl	
Goldmark .					n	
Volkmann .						
Raff		4				
Bruch		4	II Go	etz		
Tschalkowsk				ricke		
Gluck			the Chi	dard		1 3
Spohr			14 M	Sort	cer	. 1

The record for the greatest number of perform nces of any one selection is a tie between the Unfinished Symphony" of Schubert and the lude to the Master-singers of Nuremberg" of Wagner, each work having been performed twenty-six times As a very close second to these two numbers are the Beethoven symphonies No. 3 (Erolea). 5, 6 (Pastoral), and 7, with a total of twenty-four performances each. Mr. Georg Henschel ductor for the first three years, gave all the nine Beethoven symphonics each season, which has not been done since.

Under the management of J. B. Pond and Charles de Groat the privilege of hearing a new violinist is promised to the American public this season. He is Jan van Oordt, a young Dutch artist, pupil of "after the awakening of Brünnhilde."
was no Siegfried in existence when went to sleep it is a little puzzling to tow she could have given her horse to

The Seldl concerts at the Madison Square Garden will come to an end this evening. Special interest is to be given to the affair by the co-operation egends. He has exercised a dramatiat's privilege with the orchestra of the Brooklyn Sangerbund, under the direction of Louis Kömmenich. Follow-

	March, 'Slave'
	Serenade
•	I Tive to A fram this tall
8	"Kammenoi Ostrow
	Marie Warner
97	The Temple of the Holy Graff, from "Parsifal", . Wagner
	The Ride of the Valkyries
	"The Procession to Keylaar"
	Josephine S. Jacobi, William Bartels and The Brooklyn
	Sacngerbund,
	Author
	Overture, "Masaniello" Auber
е.	
•	Spring Song Hansel and Gretel" Humperdinck
- 1	I bream Music. Hansel and Greter
	American Airs
833	

Personal Notes.-Miss Lillian Blauvelt sailed last Thursday for Germany, where she is to sing in concert for a while Carl Halir, the violinist will come to America early in November and effect his entrance on the local concert stage at a concert of the Philharmonic Society on the 13th of that . Miss Carlotta Desvignes has remonth. New-York, and will take part in the Worcester festival next week. . . . Camille Seygard, soprano of the Theatre de la Monnaie, is to certs in the United States this season. Edgar Stillman Kelley is to be professor of

ony and composition at the New-York College Teresa Carreño has been composing lately, so it is said. It is also said that she is writing a parapharse on "American Negro Melodies" for the plano-forte, and that the melodies occupying her fancy are "The New which are occupying net tall, and the Bully, "I Want Yer, My Honey," "Pickaninny Serenade," "Honey, Meet Me, Do," and "The Old Folks at Home." If this is true, there is but one fitting comment, which in its mildest form would be that she might be engaged in better businers. None of the songs mentioned, be it said to the credit of the musical taste of our negroes, is a negro melody. After this news we doubt the state-

that she has recently visited Mascagni, and is colborating with Signor Illica on a comedy book designed for that composer. Rosenthal will give his first concert in Carnegie Hall in conjunction with Walter Damrosch's orchestra. His numbers will be Ludwig Schytte's concerto, Liszt's Hungarian Fantasia and eight pieces solo, among them his contrapuntal study on Chopin's waltz in D that and Liszt's Venezia e Napoli. Selections from Costat's "Eli" will be sung by the choir of the Lafavette Avenue Presbyterian Church, Miss Ethel A. Chamberlin, Mrs. Tirzah Hamiin Ruland, Williams, and Frederic Reddall, John Hyatt Brewer, organist, this evening. Rosenthal will

A LATE SEASON AT ATLANTIC CITY.

AN UNUSUAL NUMBER OF GUESTS FOR SEPTEM RER-INCIDENTS OF THE WEEK.

Atlantic City, N. J., Sept. 19 (Special).-The hotel patronage of last week in no wise decreased with the advancing season of fall, and the cottagers still remain and help swell the September population to a figure that has never before been equalled in this month. The visiting contingent was increased in the early part of the week by the arrival of about 150 members of the American Passenger and Ticket Agents' Association with their families. This body came for its semi-annual convention, and incidentally an outing, both of which it succeeded in having to its satisfaction. Its convention proper was held Monday, Tuesday, Wednesday and Thursday, but with many pleasure-seeking continues. The Casino was made the headquarters, and in its ballroom the meetings were held. This body was here as special guests of the city, and every pospleasure and entertainment were provided, and free entrance was granted throughout the resort. Upon the close of business, which proved of great importance to the respective interests, the

association adjourned to meet in St. Louis. On Tuesday last the visitors were treated to a taste of real local life in the shape of Atlantic City's annual fireman's parade and department inction. The showing made by the fire laddles the most creditable in the history of the organization. Three new pieces of apparatus have been added since last year. The seven local companies presented over three hundred members in line, and, in addition, there was a number of visiting firemen. The day's programme closed with a ball, held in the evening, on the big Ocean Pier. To the admirers of yachting this week was contributed a noteworthy contest in the annual sloop yacht ocean race, which took place on Wednesday Seven yachts entered and sailed over the entire course of twenty miles. The day was a good one for sailing, and such a number of fleet boats made the contest exciting from start to finish. The yacht John E. Mehrer, which has held the inlet

yacht John E. Mehrer, which has held the inlet champlonship for at least four years, finished first, with the Zella second, the Alert third and the Cornet fourth. The result, however, was contested by the second boat, on the ground that some technicalities had not been observed, and in consequence the judges' decision is not yet announced. Prizes to the amount of \$500 are at stake, as well as the champlonship of the inlet fleet.

Already there is much talk of the building and improvements to take place in the late fall and winter. The largest work in this line yet announced is a \$100,000 addition to be made to the Hotel Windsor. Another rumor concerning the erection of an immense iron and brick fireproof hotel in the near future is affoat.

Contrary to the asual rule, the municipal life

future is affoat.

Contrary to the usual rule, the municipal life guards will continue on duty guarding the bathers until October 1. This deviation has been made necessary by the large number of bathers that continue to enjoy a plunge in the surf.

THE AMERICAN INSTITUTE FAIR.

The American Institute Fair, which will open in the Madison Square Garden on Monday, Septem ber 28, will be complete and comprehensive, and its class of exhibitors will be of a high character. The large manufacturers, who took space early in the summer, are determined to make the exhibition valuable to them and one to be appreciated by the The managers have decided that the admission to the fair shall be 25 cents, which includes everything, the flower and fruit show in the concert hall, the exhibits in the assembly-room, and every other part of the exhibition. On Wednesday morning next, the Madison Square Garden will be turned over to the American Institute, and the exhibitors will begin work on the main floor. The Institute Fair has always been popular, and will undoubtedly be so this year.

163 3,313 2,270 1,043 543 500 TALKS WITH WHEELMEN WHO HAVE BEEN TOURING ABROAD.

ALL ARE ENTHUSIASTIC ABOUT THEIR TRAVELS -A TWENTY-SEVEN-MILE COAST AND OTHER

EXPERIENCES. THE PROPER HEIGHT

The steamers from Europe have brought back

OF THE SADDLE-DELIGHTS OF THE EASTERN END OF LONG ISLAND.

many persons in the last few weeks who spent part of their stay abroad in cycling tours. Everybody seems to vote this method of travel a mos composers represented, at least in the opinion of delightful success. As one man expressed it: "There was only one drawback to our trip, and that was that it was too short." Yet his party traversed 2,000 miles awheel, and saw a great deal more than they would have done from railway trains. England is, perhaps, the favorite touring ground of American cyclists, but they were to be seen in France, Germany and Switzerland in fair numbers. Of course, the excellence of the roads over there is most constantly in the mouths of those who describe their wheeling experience in Europe. Another feature is the constant interest aroused by scenes through which they passed. Men who had previously travelled through a country, merely visit-ing the large cities and the places most fre-quented by strangers, were agreeably surprised at the succession of delights unfolded in cycling. They acquired an acquaintance with people and customs and traditions which had wholly escaped them when in the beaten path of ordinary sight-seeing.

> ous attention in England, although several manufacturers have established agencies over there which have sold many machines. Their lightness caused much doubt as to their strength and stability, but the high-grade products showed themselves fully equal to the test of English roads. Some Americans found their tires unsuitable for England, because they were easily punctured by the bits of broken stone used for top dressing. Fitting their wheels with tandem tires, they had no further trouble. This was not the universal experience, however. One young woman was warned on the steamer going over that her single-tube tires would be as full of holes as a sieve if she rode them in England. Thorns from the hedges, it was explained, often lay on the roads, and were especially effective in piercing single-tube tires. But she had faith in the Yankee invention, and stuck to her American tires. In three weeks of constant touring in England she received not a puncture. Single-tube tires, like wooden rims, are gaining favor abroad and their general adoption is looked for by nanufacturers here.

American bleycles were objects of much curi-

In case of an accident it might not be easy to replace broken parts of an American bicycle In England. A wise course would be to take along extra spokes, nuts and other parts which might be needed. However, an expert blcycle mechanic in England could probably repair any break or supply any loss that would be likely to happen. If the tourist has a wheel which is also on the market in England, the problem of repairs will be easier. One well-known manu facturer here has so many agencies in England that riders of his bicycles would be little more troubled by broken parts in England than in this country.

One cause of worry in Great Britain is the inadequate system of baggage transportation. The use of checks being unknown, the wheelman must look after his wheel the instant he reaches his destination. According to the English arrangement, the responsibility of the railway company ceases when the baggage has been taken out of the car. The American naturally fears that if he isn't on hand to grab his bleycle as it is lifted down somebody else may make away with it. This is not all. On short trips off the main line it is often necessary to change cars, and it is always best to give your personal attention to the transfer of your bleycle. Otherwise it may be transfer of your bleycle. Otherwise it may be whisked on, or left on the platform when your train carries you away. It would be pleasanter to avoid trains altogether, but the frequent showers or a desire to spend the night at some particular place often make it convenient or necessary to resent to them. The charge for carrying wheels is large, in some short journeys being nearly 50 per cent of the passenger fare.

Dangerous kills are usually marked with signpoards in England. To Americans an excess of caution characterizes this system. The warning is placed at the top of hills which can be ridden with safety by any person who is only fairly skilful. In consequence of this frequent cry of 'wolf" when there is no wolf, Americans are likely to disregard these friendly signs altogether when the danger is not clearly visible to them. The finest travellers' tale brought back from abroad, however, is that of a coast twenty-seven long in the Hartz Mountains of Germany declared that this can be ridden withou It is declared that this can be ridden without outhing the fest to the pedals, yet the road is so fine and the slope so gentle that there is no dan-ger of a spill. A twenty-seven-mile coast is cer-tainly worth trav-lling to Germany for. Only it would be an unfortunate wheelman indeed who struck it at the wrong end.

Some persons who did virtually all of their travelling by boat and train, yet found it of advantage to take their wheels with them for excursions in the cities where they made stays, saved enough in carriage hire to repay all the ex-penses of shipment, and had the pleasure and exercise of wheeling besides. An indefinite num-ber of short trips can be made out of London and Paris, each well worth taking.

Women who rode in the French and English capitals found the ideas of their sex on dress strikingly different in the two places. In Eng land the woman who wore a short skirt was the object of curious gazes by many and the subject of rude remarks by street boys. Even if the garment nearly reached the ankle, the sight of her leggings was likely to call forth jeers of "Look at the girl in knickers!" "Look at the girl in pa jamas." The fate of a woman who had the cour age to wear bloomers without a skirt was dis-tressing in the extreme. Of course, in France the opposite was the case, and the wheelwoman in skirts was regarded as overm

On the Continent there are various regulations applying to cyclists which it is important to know, but they are so different in different places that little general information can be given about them. In France, however, it is necessary that a metal plate, bearing the name and usual address of the rider, be attached to every wheel. It is in Germany that the rules are most diverse, varying not only from one kingdom and duchy to another, but from town to town sometimes. In Vienna permission to ride is given only after an examination as to the ride is given only after an examination as to the cyclist's skill in mounting, dismounting, steering, back pedalling, and in general controlling his wheel. But the mass of regulations has not been found a serious drawback to touring.

and danger of over-indulgence in the sport. It took some of them a long while to discover the cause of the sleeplessness, lassitude and fever which succeeded long rides. They thought that the symptoms were those of an illness due to some unknown and undiscoverable cause, and on the next Sunday or hollday took another jaunt that overtaxed their powers. After sev-eral such experiences, it forced itself on them that physical exhaustion was the cause of all their trouble. Fast riding is more likely to bring on these effects than long riding. Experiments with scientific instruments show that increase in the speed of a bicycle is obtained only at a more than proportionate increase in the power exerted. Thus, to bring the rate up from seventeen kilometres an hour to thirty-three, it was found necessary to treble the work done, and more. Riding up steep hills is also a great tax. When men go out in parties, there is often a desire to "do somebody up," and each one, rather than cry enough, exerts all his power. The pleasure trip becomes a virtual race, although nearly every one would prefer a rational pace and a chance for conversation. They are afraid, however to admit that the pace is too hot for

The pleasure of riding and the exhilaration of the exercise are such that it is not easy to tell fust what one's limit of speed and distance should be. One gets so wrought up that fatigue is overcome, and there is an overdraught on the nervous forces. When a man has been working hard he has not a full stock of vitality, and should regulate his pace accordingly. Athletes become aware when over-training has made them "stale," and at once go easy on their exer-cise. Bicycle riders should learn to identify these symptoms and to act accordingly. Some of them find it best to put their wheel aside en-tirely for one month each summer. Swimming, yachting, tennis and golf supply them sport and exercise meanwhile, and bicycling is then taken up again with renewed interest and vigor.

It was with much satisfaction that the cycling fraternity read of the punishment in the Court of Special Sessions of two men who had thrown bits of glass on the street, with the evident purpose of causing punctures to tires. The greatest credit is due the wheelman who, when he cut his tire on the glass, obtained evidence against the miscreants and appeared against them in court. Most persons would have been content to mend the puncture, charge up the trouble or expense to the fortunes of cycling and to go on about their business and pleasure. Attendance in court as a witness, with the certainty of one or more adjournments of the case, has no charms to a busy man. While the scattering of tacks and broken glass on thoroughfares much traversed by bicycles is of constant occurrence, the detection of the offender is extremely rare In the nature of the case it is difficult to catch Long Island City has a bad reputation among wheelmen for this form of "amu It was noted recently over there that the space between the two sets of cartracks on the Jackson Boulevard was littered with bits of glass. The avenue is paved with granite blocks, but the centre of it is smoother than the rest, and so is travelled by many New-Yorkers bound to or from the good roads of Long Island. It was this much used part that was thus adorned, while the rest of the roadway was comparatively free from glass. Chance would hardly account for this distribution of the puncture-producing substances.

In the adjustment of a bicycle scarcely any thing is more important than to get the saddle just right. It is surprising what a great difference a change of perhaps not more than an eighth of an inch, either in the height or in moving it forward or backward, will sometimes make. mistake often made, especially by beginners, is in having the saddle too low. This make it necessary to lift the knees inordinately high, and causes a most awkward motion, which is particularly noticeable in women riders. Two women on wheels were seen by the writer a few days ago whose saddles were plainly too low; so low, indeed, that with every revolution of the pedals their knees were brought up to the level of the handle-bar. The effect was ungraceful in the extreme. It is well known that a rider of experience will place his saddle an inch or more higher than when he began to ride, the principal reason being that he has learned to use his ankles with good effect. Ankle motion cannot be cultivated too sedulously. It not only makes graceful riding, by enabling the saddle to be placed high and keeping the knees down, but it gives added power in bill-climbing and in back-pedalling. The general principle is that the saddle should be placed as high as it can be without discomfort, but with a saddle too high the rider is subject to uncomfortable strain that may prove in

It is surprising to see "The L. A. W. Bulletin" give the heartiest indorsement to a plan for taxing bicycles. After quoting an article from "The Beacon" (Boston), it says: "All of the above suggestions are good, and, without exception, have been vigorously preached by 'The L. A. W. Bulletin' for a long time, and with good results," One of the "above suggestions" was given in this language: "The simple facts are that the blcycle is a vehicle. As such, it should be taxed." Why should the bicycle be taxed when other vehicles are not? If a general vehicle tax were established the proper basis would be to impose taxes according to the amount of damage which they cause to highways. No other equitable arrangement has ever been suggested. The lightest carbut rather good to roads, and let other vehicles which wear out roads rapidly go untaxed would osterous. It is to be presumed that the the article he reprinted and approved without

Wheelmen who have used adjustable handle bars are, as a rule, of the opinion that they are an improvement on stationary bars. In taking a long ride it is a great relief to make a slight change in the height of the handles after several hours in one position, and this can be done in twenty or thirty seconds by the turning of a nut. Again, if one finds himself compelled to face a strong wind, he will be able to do his work more eastly if with the slightest effort he s able to lower his handle-bar an inch or two, so as to lean over and get less of the force of the so as to lean over and get less of the force of the wind. Sometimes in these conditions it is well to raise the seat somewhat in addition to lowering the bar, so as to throw more of the weight on the hands. In fastening the bar it is important to set the nut securely, for if the bar gets loose and gives way under the weight of the rider, he may find it awkward, if not dangerous.

Afthough the projected cycle path between Patchogue and Port Jefferson has proved a failure, there is one path across country on Long Island that wheelmen find of decided benefit. Formerly the only way to get from the south side to the north near the middle of the island was over the road between Westhampton and Riverhead-a road largely composed of sand which could not be ridden. All the roads in that region are of the same character, and several niles of walking was necessary for any one who essayed the trip in ordinary weather. Now there is a fairly ridable path from Eastport to Riverhead, and one can make the "circu Long Island" much more easily than form This path is not in an ideal condition, but is This path is not in an ideal condition, but it can all be ridden, with the exception of two or three places, where there are sharp descents. At these places signs of danger are displayed, and the cautious rider dismounts and walks down and up. The danger lies in the fact that the path is narrow, and if one gets up much speed in such a place the chances are that he will run off the side and get a bad tumble.

It is astonishing how much difference a sound rain makes in the condition of the sandy roads on Long Island and elsewhere. Just after a rain some of the roads that are ordinarily impassable can be gone over without much difficulty. In dry weather the sand is sometimes dangerous, as well as disagreeable. A rider on one of these well as disagreeable. A rider on one of these roads recently was going at a good rate of speed, when he suddenly came upon a spot of soft sand. His bleycle sank in it when he made a desperate effort to hold it straight and drive through the sand. Being a man of muscle, he held his wheel so firmly that the spokes were wrenched out of the front rim, and he was thrown over against the bank, with the prospect of a nice bill of receiving to hav

Speaking of the "circuit of Long Island" recalls the fact that the road books make no mention of anything beyond Bridgehampton and Sag Harbor. "Why didn't you go to Montauk Point?" was asked of a man who recently made a tour as far as the points mentioned. "Why, I didn't know you could get there," was the reply; "there is nothing about it in the road book." The fact is that one who fails to go east of Bridgehampton misses one of the finest things on the island—that is, the path through the woods between Bridgehampton and Easthamp-ton, which was recently referred to in this place

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California Hams,

One only to a customer.

Lard.

Men's Night Shirts. Fancy trimmed front,

Books, 7c. nusin, 32 m. long, rut full and well made, Handsomely bound in cloth, printed in large type, on good paper, embracing 125 titles,

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25c. Positively none better at any price, per three-Laundry Soap. Positively none b One case of 100 cakes to a customer dimminimum minimum min

now readily accessible, and all who go there are IN THE NORTHERN WARDS. enthusiastic in their praise of the place.

It is possible to pump a pneumatic tire so hard ITEMS OF INTEREST TO PEOPLE LIVING that it is for all practical purposes as firm as a cushion tire. Not only is the air pressure on the rubber excessive in such circumstances, but t ... rider fails to get the benefit of the "give" that is one of the essential features of the pneumatic tire. Those who wish their tires as hard as it is possible to make them might almost as well adopt the cushion tire and throw all anxiety about punctures to the winds. Of course it is not wise to have a tire too soft, on account of the danger of having the rubber cut by the edges of the rims, while at the same time a soft tire spreads wider and covers more ground, and so is more liable to injury than a hard one. The additional contact with the road also makes the rider exert more power. The happy medium is the wisest. A tire should be hard enough to yield slightly to the firm pressure of the thumb. Some wheelmen have the idea that a tire cannot be

The habit of going to church awheel has no yet come in, though it is an undoubted fact that the wheel takes many persons away from church. The churches are wisely endeavoring to draw the wheelmen within their doors, and those situated near roads much frequented by cyclists may have some success in their efforts. At any rate, it is a pleasant thing to note them, as evidenced, for instance, by the notice posted in front of one in a country village to this effect: "Wheelmen will find a convenient place for their bicycles in the basement of the church."

made too hard, but that is a mistake.

It is a good suggestion that wheelmen going by trains, especially on those railroads where no system of checking is in operation, should attach tags to their wheels, giving their name and destination. Such a device would aid in identifying a bicycle in case any question arose, riage, then, should bear a tax at least one hundred times that imposed on a bicycle, and a heavy dray one fully a thousand times greater. With such a system it is not probable that any wheelman would object to paying any tax that might that the expense would be the merest trifle, and the same tag can be used several times address is written in pencil and erased. Where railroads pursue a liberal policy, it is wise for members of the cycling fraternity to reciprocate by any means in their power.

> A boycott of the roads that do not pursue this policy seems entirely justifiable, and wheelmen are to be commended when they take special pains to patronize the roads that carry wheels as baggage. It is certain that a considerable number are careful to travel by these roads whenever it is possible for them to do so, and also that considerable quantities of freight are shipped by these roads in preference to the others. The liberal roads are finding their account in this, and such a policy is bound to extend. Even at some personal inconvenience, not a few men are known, when travelling without their bicycles, to give their patronage to rail-ways that offer cyclists fair treatment.

> The general baggage agent of a Western rallroad says that formerly he looked on the blcycle with disfavor. "I didn't like the sight of the pesky things," he confesses, "for they made us a vast amount of what we called extra work and trouble. It's different now, for I got a machine, and now I am an enthusiast." If railway people generally were only bicycle riders they would look with different eyes on the large they would look with different eyes on the large number of wheels they have to carry. The rail-road just mentioned is equipping all its bag-gage-cars with a device by which wheels can be carried comfortably and without injury. It is admitted that they are rather awkward things to handle, but no one doubted that when the railroads set about dealing with this matter in earnest they would find a way of placing bicy-cles in baggage-cars so as to cause little trouble and no damage.

Through an error in making the copy for the entry blank for clubs in the T. I. Woodruff bicycle lantern parade, it was said that transparencies would not be permitted. This should have read "political transparencies."

Cyclists desiring to join the League of American Wheelmen may obtain full printed information and membership blanks by sending name and address to the Cycling Editor, Tribune.



BEYOND THE HARLEM. THROUGH TRAINS TO BE RUN OVER THE ELS-

VATED TO ONE-HUNDRED AND SEVENTY-SEV-BRATED ON WEDNESDAY-NORTH SIDE

CITIZENS PROTEST AGAINST THE MOTT HAVEN CANAL.

people of the North Side are preparing to celebrate with due pomp and ceremony the running of the first through train over the Third-ave. elevated road from the Battery to One-hundredand-seventy-seventh-st. The Manhattan Railway Company says that it will be ready to run a cer tain number of through trains on schedule time on Thursday, and that a special train will be run Wednesday for the benefit of those citizens of the North Side who desire to celebrate the result of their efforts to obtain the service. no doubt that the special train will be loaded with passengers. The company will give the services of the train free of charge. The train will be deco rated with flags and bunting, and John Lorch and Richard Stoker have been appointed a committee to see that the work is done artistically and prop-

A committee of citizens of the North Side has been appointed to wait on the Board of Health and demand that immediate action be taken to abate the nuisance arising from the old Mott Haven Canal, Albert E. Davis, member of the North Side Board of Trade, in speaking of the canal recently said: "For ten years I have urged, whenever opportunity offered, the filling in of the ditch known as the Mott Haven Canal. I doubt If in any other community such a menace to the public health would be permitted to exist for even one year. Yet the repeated efforts of disintefested citizens who have petitioned every Board or official having authority in the premises have not resulted in the abolition or mitigation of this nul-

Continuing Mr Davis said that the Board of

Health once condemned the canal as a public huisance, and it was dredged out, but this only afforded temporary relief. The Park Department years ago recommended that the canal be filled in, but nothing came of it. The citizens are determined that something shall be done immediately to abolish the unsightly and unhealthy ditch. canal is at the gateway of the North Side, and retards the growth and development of the neighborhood. Some people have been inclined to blame Commissioner Haffen for the delay of the authorities in relation to the canal, but he said last week that over a year ago the Board of Street Openings ordered that the canal be filled in above One-hundred-and-thirty-eighth-st, and a street laid out along its line, but the Board took no further action. Haffen said further that the Board should have acquired title to the property and then he could have filled the canal in. He finished by saying that he had written to the Board of Health on the sub ject, but had received no answer. The Board of Health is alone empowered to afford immediate relief. The North Side Board of Trade discuss

The North Side Board of Trade discussed a number of interesting and important subjects at its meeting on Monday night. Among the resolutions adopted was one recommending that the completion and opening of the new bridge across the Harlem River at Third-ave, be celebrated with apprepriate ceremonies. The Board also desires that a highway 169 feet wide be made, extending from the northern limits of the city to the Boston Post Road at Bronxdale, and recommends that it be made by widening White Plains Road and Bear Swamp Road within these lindts. It was also resolved to petition the Fire Commissioners to provide another engine company for the North Side, or another fireboat. Resolutions were also adopted condemning the clauses in the Greater New-York charter which would do away with the office of Street Commissioner for the North Side, and which provide that the Twenty-third and Twenty-fourth wards, from the North Side, shall be known as the Borough of the Bronx.

The women's singing section of the Melrose Turn Verein is rehearsing again, and some enjoyable entertainments are promised for the coming winter. There are now twenty-five voices in the chorus, which is one of the best drilled in the city. The singers meet every Thursday evening in Turn Hall, at Courtlandt-ave, and One-hundred-and-fiftieth and One-hundred-and-fifty-first sits. This property is owned by the society. The Arion Liedertafel is preparing to hold a big concert at the new Arion Hall in Courtlandt-ave.

The Morris Heights Republican Club is preparing to raise a large American flag with the names of McKinley and Hobart upon it. The club is in a flourishing condition, and its membership is constantly increasing.

There is some talk of bringing legal proceedings against a man who has erected a flat-roof house in Morris Heights. When the Morris estate was subdivided and sold in city lots, a restriction was included in each deed, prohibiting the building of flat-roof houses or tenements. Should the case be taken into the courts, property-owners will a ber of interesting and important subjects at its meeting on Monday night. Among the resolutions

cles.

The first regular fall meeting of the Taxpayers' Alliance of the North Side will be held to-morrow night in Protection Hall, Courtlandt-ave, and One-hundred-and-fifty-second-st. The alliance intends to make an active and aggressive fight this year to promote the interests of the North Side.

A YOUNG SWINDLER HELD.

Moses Solinsky, eighteen years old, of No. 16 Division-st., who was arrested on Friday night charged with embezzling \$7,000 from his father, Louis Solinsky, a wholesale cloak dealer at No. 28 Howards., was arraigned in the Essex Market Court yesterday morning and remanded for examination in

The boy's father was present in court, and ex-The boy's father was present in court, and expressed a desire to withdraw the complaint. The mother, he said, was prostrated with grief from the disgrace brought upon her, and it was for her sake that he wished to withdraw the charge. The embezzlement was discovered ten days ago, when it was found that the youth had raised a \$100 check to \$1,000. As the required amount of ball was not provided Solinsky was locked up.